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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/717,664	11/21/2003	Pierre Coldefy	245517US41X CONT	9054
22850	7590	11/29/2005	EXAMINER	
OBLON, SPIVAK, MCCLELLAND, MAIER & NEUSTADT, P.C. 1940 DUKE STREET ALEXANDRIA, VA 22314			RAHMJOO, MANUCHER	
		ART UNIT	PAPER NUMBER	
		2676		

DATE MAILED: 11/29/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)
	10/717,664	COLDEFY ET AL.
Examiner	Art Unit	
Mike Rahmoo	2676	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1) Responsive to communication(s) filed on 02 November 2005.

2a) This action is FINAL. 2b) This action is non-final.

3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4) Claim(s) 1-7,9-16 and 18-30 is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5) Claim(s) _____ is/are allowed.

6) Claim(s) 1-7,9-16 and 18-30 is/are rejected.

7) Claim(s) _____ is/are objected to.

8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9) The specification is objected to by the Examiner.

10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) Notice of References Cited (PTO-892)
 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
 Paper No(s)/Mail Date _____

4) Interview Summary (PTO-413)
 Paper No(s)/Mail Date. _____

5) Notice of Informal Patent Application (PTO-152)
 6) Other: _____

DETAILED ACTION

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1- 3, 5, 7, 9-12, 14, 16, 18- 20, 23- 24 and 27- 30 are rejected under 35 U.S.C. 103(a) as being unpatentable over Vandevoorde et al (US Patent 6246342), hereinafter, Vandevoorde in view of Mapquest.

As per claims 1 and 10 Vandevoorde teaches a display including at least one window see for example figure 7 window 39; a database (MMI) including data related to an airport see for example column 8 lines 19- 20; a selector (see for example figure 7 window 40) configured to select from a plurality of different degrees of zoom for an airport image to be displayed, the airport image corresponding to the airport, the selector comprising a plurality of zoom buttons configured to display the airport image in the window according to a plurality of predefined zoom degrees see for example figure 7 for the toolbar area with the sliding bar and two buttons corresponding to the plurality of zoom buttons are displayed (a scale button and a plus button for zooming) and column 7 lines 25- 37; a control unit (see for example the system of figure 7 wherein a mouse is used for clicking on various work functions) connected to the display, the

database and the selector, the control unit being configured to control the display to display in the at least one window the airport image according to a scale value representative of the degree of zoom (see for example the size in the pull down menu or the plus and the scale GUIs in the work functions area above window 39 of figure 7) selected by the selector see for example figure 7 and display 41 to display the airport image according to the predefined zoom value; and a changing unit configured to change the scale value representative of the degree of zoom see for example column 7 lines 51- 52 for the control windows that allow touch control and lines 60- 67 for the zooming to control the individual lights and the corresponding enlargement and also the plus and scale GUIs of figure 7;

However, Vandevoorde does not teach a selection mechanism configured to center the view on a different one of plural predetermined portions of the view each time the selection mechanism is activated.

Mapquest teach a selection mechanism configured to center the view on a different one of plural predetermined portions of the view each time the selection mechanism is activated see for example figure 12 for the selection mechanism configured to center the view on a different one of plural predetermined portions of the view each time the selection mechanism is activated.

It would have been made obvious to one of ordinary skilled in the art at the time the invention was made to incorporate the teachings of Mapquest into Vandevoorde to further include plurality of GUIs (e.g., selection mechanisms) so as to ease the use of navigation from one display to another with any level of detail desired on a real time

basis and therefore make it an efficient and user friendly device.

As per claims 2 and 11 Mapquest teaches the selector includes at least one zoom button configured to zoom in and zoom out between a maximum zoom value and a minimum zoom value so as to display different detailed views see for example fig. 13 for the zoom buttons to the left of the map.

As per claims 3 and 12 Vandevoorde teaches displaying the airport in the window according to a first predefined zoom degree corresponding to general navigation, the airport image corresponding to the first predefined zoom degree including a full display of the airport see for example figures 1- 7 and 9- 10; displaying the airport image in the window according to a second predefined zoom degree corresponding to proximity navigation, the airport image corresponding to the second predefined zoom degree including a plurality of details of the airport see for example column 7 lines 38- 49 for the zoom display of an aircraft position and the movement of the aircraft (proximity navigation) along with airport specific data; and displaying the airport image in the window according to a third predefined zoom degree corresponding to airport details, the airport image corresponding to the third predefined zoom degree including details of the airport required for precision taxiing see for example column 8 lines 24- 30 for the enlargement of the screen for safe taxiing.

However, Vandevoorde does not teach a first, second and third buttons.

Mapquest teaches a first and second and third buttons see for example figure 12 for buttons 1- 10 wherein button 1 is the largest as shown on page 11 with the details to the street and building level and page 2 the smallest which shows the US map to the

continent level.

It would have been obvious to one of ordinary skilled in the art at the time the invention was made to incorporate the teachings of Mapquest into Vandevoorde to further include plurality of GUIs so as to ease the use of navigation from one display to another with any level of detail desired on a real time basis and therefore make it an efficient and user friendly device.

As per claims 5 and 14 Mapquest teaches the selector mechanism is further configured to cyclically select the different one of plural predefined portions of the view which is centered each time the selection mechanism is activated see for example fig. 12 for the consecutive selection mechanism (GUI 1- 10 to the right of the map) operating in a cyclic manner for the different one of the predefined portions upon activation.

As per claims 7 and 16 Vandevoorde teaches the selector includes a selection mechanism configured to select a portion of the airport such that the portion of the airport is displayed in the airport image on the window see for example figures 12- 14.

As per claims 9 and 18 Vandevoorde teaches the control unit is configured to display two different degrees of zoom in a continuous manner such that a change from the first degree of zoom to the second degree of zoom appears continuous to an operator viewing the display see for example figures 7 and 12- 14.

As per claims 19 and 23 Vandevoorde teaches an updating mechanism configured to dynamically update the database according to traffic of airport vehicles including aircrafts or technical vehicles see for example claim 21.

As per claims 20 and 24 Vandevoorde teaches the airport vehicles are displayed on the airport image and identified by a sign, a code or a number see for example column 7 line 46.

As per claims 27- 28 Vandevoorde teaches a displacement button configured to displace a view of the airport being displayed in the airport image on the window in horizontal and vertical directions so as to display other portions of the airport see for example column 4 lines 60- 67.

As per claims 29- 30 Mapquest teaches the selection mechanism is configured to center the view on the predetermined portion regardless of the location of an airplane see for example fig. 2 which is a map of the city of Washington DC which is in the center.

Claims 4, 6, 13, 15, 21- 22 and 25- 26 are rejected under 35 U.S.C. 103(a) as being unpatentable over Vandevoorde in view of Takishita (US Patent 6,121,900).

As per claims 4 and 13 Vandevoorde does not teach the display system is installed in a moving vehicle, and the selector includes a centering button configured to automatically reconfigure the display such that the moving vehicle is displayed in a center of the window.

However, Takishita teaches the display system is installed in a moving vehicle, and wherein the selector includes a centering button configured to automatically reconfigure the display such that the moving vehicle is displayed in a center of the

window see for example column 2 lines 35- 40 wherein the vehicle position CM is in the center of the screen.

It would have been made obvious to one of ordinary skilled in the art at the time the invention was made to incorporate the teachings of Takishita into Vandevoorde to help the driver of the vehicle recognize the vehicle position and therefore give the driver of a vehicle route guide information whereby the driver can easily arrive at a desired destination and throughout the navigation and therefore make it an efficient and user friendly device see for example column 1 lines 10- 20.

As per claims 6 and 15 Takishita teaches a toggle button configured to automatically display in the airport image the entire airport on the window upon selection of the toggle button and to redisplay in the airport image a portion of the airport image being displayed prior to selection of the toggle button upon another selection of the toggle button see for example figure 6 and column 4 lines 25- 37 for the remote control unit with element 15f as the operation screen selection key to select a screen to expand/ reduce thereby show the entire road and the detailed road (portion displayed).

As per claims 21 and 25 Takishita teaches the display device is arranged a vehicle navigation unit see for example figures 1- 4; and the updating mechanism is configured to update the database using digital transmission links between the vehicle and a station located on the ground see for example figure 5 and column 3 line 56 for a GPS and CPU for calculating the position.

As per claim 22 and 26 Takishiat inherently teaches the display device is integrated in a portable computer; and the portable computer is installed in a piloting position in an aircraft see for example the figure 5 for the car navigation unit.

Response to Arguments

Applicant's arguments with respect to claims 1- 7, 9- 16 and 18- 30 have been considered but are moot in view of the new ground(s) of rejection.

Inquiry

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Mike Rahmjoo whose telephone number is (571) 272-7789. The examiner can normally be reached on 6:30- 3:00.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Matthew Bella can be reached on (571) 272- 7778. The fax phone number for the organization where this application or proceeding is assigned is (703) 872- 9306 for regular communications and After Final communications.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is (703) 308-4357.

Mike Rahmjoo

November 10, 2005

Matthew C. Bella
MATTHEW C. BELLA
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 2600